1	2	3	4
80.	Vocational Training	276.8	264.423
81.	Technician Education I	260.0	263.265
82.	Tamil Nadu Nutrition	95.8	98.120
83.	Integrated Water shed Dev (Hills)	13.00	13.00
		80.60	80.602
84.	Integrated Watershed Dev. (Plains)	60.452	57.026
85.	N.C.D.C. II	280.471	91.280
86.	Tamil Nadu Agri-Development	92.800	92.800
87.	Central Power	502.700	132.323
88.	Northern Region Transmission project	485.00	462.753
89.	Oil India Petroleum	140.000	68.141
90.	Indian Export Engg.	90.00	12.628
91.	IInd Petrochemical	12.00	11.00
92.	Gujarat Rural Roads	131.299	101.753
93.	Sardar Sarover Project	200.00	200.00
94.	Punjab Irrigation	166.271	154.427
95.	Integrated Child Services Development	104.541	98.808
96.	Private Power Utility Project	98.00	98.00
97.	IFFCO	118.260	25.885

*Where the undrown balance is more than the original amount it is because of change value of SDRs vis. -viz the US dollar.

Use of Staff Car by Officials

715. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of DEFENCE be pleased to state:

(a) whether any maximum mileage per staff car per month has been laid down by the Service Headquarters for effecting economy in the use of petroleum products;

(b) whether no individual officer has to be provided with a single staff car but the same are to be clubbed for use of at least two officers;

(c) if so, the details of the guidelines laid down, and the manner of allocation of staff cars to officers; and

(d) whether there is any proposal to review the existing system and to further tighten the arrangements to effect economy?

THE MINISTER OF DEFENCE (SHRI SHARAD PAWAR): (a) Yes, Sir.

(b) to (d) As per extant guidelines, below the rank of Lieutenant General and equivalent, two or more officers should travel in the same staff car, to the extent possible. This is being enforced.

Besides the mileage restrictions and a 15%—20% cut in the allocation of petrol/diesel. the Services Headquarters have already taken further steps

for reduction in the consumption of petroleum products by banning use of staff cars on Sundays and holidays except for operational or Law and Order duties; effective maintenance of cars; effective training of drivers and replacement of old vehicles with fuel-efficient ones in a phased manner.

Fare Structure of Buses Plying under STA Permits in Delhi

716. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the fare structure of buses including mini buses plying under STA permits in Delhi has again been revised.

(b) if so, the date from which the fares have been revised and the details of the fares before and after the revision;

(c) when were the fare last revised in Delhi;

(d) the reasons for sharp increase in fares when no such fares have been increased in respect of DTC or buses plying under DTC;

(e) whether the buses under STA permit carry large number of standing persons and have removed the seats; and

(f) if so, the number of buses booked for such irregularities during the last twelve months?

THE MINISTER FOR SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) Fares of buses under STA in Delhi were last revised in April, 1990. The details of fares revised are as under:—

Distance	*Pre-revised fare*	*Revised fare w.e.f. 2-4-90*
(i) *Standard Size buses*		
Upto 5 Km.	Re. 0.50	Re. 0.75
Subsequent per Km.	Re. 0.05	Re. 0.05
(ii) *Mini buses*		
Upto 6 Kms.	Re. 0.50	Re. 0.75
6-16 Kms.	Re. 1.00	Rs. 1.50
16 & above	Rs. 1.50	Rs. 2.00
(iii) *Point Micro mini buses*		
Flat rate	Re. 1.00	Rs. 1.50

(d) Consequent upon hike in prices of petroleum products in 1990, various associations of STA bus operators represented for revision of fares. Keeping in view the fact that fares were last revised in 1985, the fares of STA buses were revised in April, 1990 due to increase in operational cost.

(e) and (f) The Delhi Administration has informed that instances of over-crowding have been noticed in STA buses. During the last 12 months (i.e. from 1-6-90 to 31-5-91), 87 buses were prosecuted for over-crowding.